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Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the sys-tem effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is fer sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any

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## VOTING ON A STRIKE

Secret Ballot Now Being Taken by Employes of the Wabash.

The Latest Cut in Wages Not Favorably Received-Annual Report of the T. H. & I. Railroad.

Te Journal's Peru correspondent says that it was learned there yesterday "that a general strike on the Wabash system is probable on or about May 1, when the new schedule of reduced wages goes into effect. A secret ballot whether or not to strike is now being taken over the entire system by the six railroad labor organizations. A two-thirds vote is required, and the vote is unanimously in favor of strike thus far."

From a Wabash man who was in the city yesterday it was learned that last fall the Wabash reduced the wages of the officials from the highest to the lowest, its commercial agents, and, in fact, all employes outside of the transportation department, 10 per cent., the reduction being accompanied by the statement that it was the intention to restore the wages whenever business improved. The reduction was accepted. Since hat time business on the Wabash has been poor, as on other roads, and the management consider the further reduction ordered as an absolute necessity. This cut will affect conductors, brakemen, engineers, firemen and all other employes except switchmen in the employ of the Wabash company, whose names are on the operating rolls not cut before. The switchmen of the company at Chicago are not on the Wabash They are employed by the West Indiana Belt line and receive union wages. The Wabash pays the Belt line so much per month for switching service. He says that the transportation men are not in good humor over the matter, but they are an intelligent set of men, and realize that the present are hard times with railways and will submit to the reduction. There is no talk of a strike, and the Journal can safely

say there will be none.

A Good Word for Conductors. A freight man well up in the ranks and of large experience in railroad service asks that the Journal publish the following, which is, to some extent, a defense of the passenger conductor. The freight man says: "A railroad's popularity depends as much upon its general manager, its superintendent and its conductors as upon its equipment and road bed. A kind word from the manager produces wonderful results in the way of increased activity. A superintendent who is genial and pleasant among his men will draw at once their respect and their very best efforts and continued praises, and all look upon such a man with pride and as a friend. Conductors do more than anyone to retain for their respective routes their full share of patronage. The recent wholesale discharge of conductors prompts me to defend these men and to make a few inquirles in the sense of justice. Conductors reach that position by years of toll and promotion, but seem to distrusted class from the very beginning If they wear good clothes, the inference at once is they stole the money to buy them. If they live in a respectable neighborhood the inference is they cannot afford to do it on their income. Should they own a horse and buggy the inference is plainly expressed. If one should happen to own a diamond, or wear a borrowed one, that would be prima facle evidence that the man was a thief. A train load of passengers knows but one man, and that man the conductor. He has actually got to be a waiking encyclopedia, is expected to answer a thousand questions, collect varieties of tickets, receives train orders, watches the incoming and outgoing passengers, and, above all, to arrive at destination on time These men are always of a high order of intelligence, certainly from a railroad standpoint. They are always honored and respected in a community, are always men of family and are good citizens. Many occupy their position for years. Finally, without a moment's warning, comes the discharge envelope with notice, 'services no longer needed,' with the miserable subterfuge of a pretext that the cause is 'noncompliance with rules of the company.' No other charge is given, and the conductor must accept his humiliation, his disgrace, as best he can. In all civil and crimina cases a man is considered innocent until proven guilty. Should there not be some law compelling a company to confront the victim with his accuser before discharging him, and thereby bringing disgrace upon him and his family?"

Benefits of Ticket-Scalping. The hearing on the bill to prohibit ticket scalping was continued by the House commerce committee at Washington yesterday. Wm. Daniels, of Cedar Rapids, Ia. on behalf of the railway conductors, submitted some remarks in favor of the bill. He was followed by C. M. Aldrich, of Peoria, Ill., of the Travelers' Protective Association, who said the business of ticket scalping was the only safeguard against continued aggression by railroads in the direction of higher rates. George McKenzie, of Chicago, a member of the executive committee of the American Ticket Brokers' Association, spoke against the bill. He said in reply to questions that probably 30 to 40 per cent. of the tickets nandled by the scalpers were handed to them by railroad companies; the remainder were obtained from the purchasers of the tickets. There was no Ticket Brokers' Ascountries because there was no discrimination in railroad rates there, the very thing from which the business grew. So long as ticket scalping continues, he said, cities of 5,000 and up would not be likely to suffer from discrimination in railroad rates, and so far as passenger traffic is concerned it does away with the necessity for the interstate-commerce law.

Vandalia Earnings Last Year.

A special to the Journal from Terre Haute says: The annual report of the Terre Haute & Indianapolis Railroad Company, now in the hands of the printer, will show that the gross earnings for the last fiscal year were \$1,257,406.49, an increase of \$24,009.44, and the net earnings \$318,339.31, a decrease of \$29,993.50. The St. Louis, Vandalla & Terre Haute railroad, which is the western division, earned gross \$1,884,746.01,

ing expenses and rental a loss of \$28,472.06 is shown. On the Terre Haute & Logans-port railroad the gross earnings were \$730,-962.06, an increase of \$45,383.53. Deducting operating expenses and rental produces a loss of \$37,497.63. The Indiana & Lake Mich-igan railroad shows gross earnings \$57,387.33. an increase of \$12,008.83, and a loss after deducting operating expenses and taxes of \$14,367.21. The earnings of the Terre Haute & Peoria railroad were \$416,156.79 and the loss after deducting operating expenses and rental was \$192,158.54. As this road had only been operated since Oct. 1, 1892, no comparison is made with the previous year. General Manager Williams said yester-day at Terre Haute that he expected the new superintendents to assume their duties on the 15th of this month. The resolution making the appointments which he, as chairman of the executive committee, prepared was sent to Pittsourg several days ago for the indorsement of the other members of the committee. Superintendent Elliott, as published yesterday, will have headquarters at Terre Haute, and it is expected that Mr. Darrow, who has been with Superintendent Hill in St. Louis, will come to Terre Haute about the 15th to go

The U. P. Too Greedy.

into Mr. Williams's office.

The Union Pacific has finally shown its hand in the squabble over emigrant business, and it cannot be denied that it holds about all of the trumps. The other lines are still of the opinion that the Union Pacific is very unreasonable, but what they are going to do to help themselves is another matter. The Union Pacific holds contracts for about 80 per cent. of the California emigrant business for the year, and it will not surrender this without receivng concessions which the other roads are not ready to grant. They can wrest the Union Pacific control of the emigrant business from it, but could only do so after a long, hard fight, which would involve regular as well as emigrant business. To avoid this contingency and at the same time preserve the emigrant clearing house is what the association lines are now fighting for, but it was generally acknowledged at Chi-cago yesterday afternoon that the prospect was not bright.

Personal, Local and General Notes. The American Railway Union in March added seventeen new lodges to the associa-

W. E. Looney, master car builder of the shops of the Louisville, Evansville & St. Louis, has resigned. L. W. Ewald has been appointed New England passenger agent of the Missouri Pacific and the Iron Mountain.

Two of the Eastern lines have so far failed to resign the trunk-line agreement to maintain rates and abolish commissions. President Jeffrey, of the Denver & Rio Grande, is in New York, and speaks more hopefully of the outlook in that section for The shops of the Louisville, Evansville &

St. Louis at Princeton, Ind., on Thursday commenced running nine hours a day and full handed. It is believed that the semi-passenger pool formed by the Indianapolis lines will result in an absolute maintenance of passenger rates.

A. A. Zion, general superintendent of the Union Railway Company and Belt road, has gone to Lebanon to attend the funeral

On the promise of better train service over the Evansville & Indianapolis C. H. Gray, of Chicago, has purchased the hotel property at Indian Springs. Engine 49 on the Monon yesterday came out of the shops rebuilt. When put in the shops, a few weeks ago, the engine had run two years without repairs. Traffic Manager Loud, of the Detroit, Grand Haven & Milwaukee, has also been

appointed commercial agent of the Grand Trunk for the Detroit district. H. C. Diehl, general manager of the Interstate Dispatch, was in the city yesterday for a conference with H. C. Parker, traffic manager of the Lake Erie & West-

A Garstang engine on Wednesday hauled four cars from Mattoon to St. Louis, 133 miles, in two hours and thirty-two minutes, making required stops at county seats and railroad crossings,

Richard Fitzgerald has been appointed superintendent of the Chicago Union Stockyards and Transit Company, and everything connected with the two interests has been consolidated under one management. George B. Sherman, general manager of the Vanderbilt fast freight lines, was in the city yesterday, returning from a Western trip. He says he finds business light

The earnings of the Indianapolis, Decatur & Western for March fell \$7,000 below those of March, 1893. Freight traffic is exceedingly light all along the line, as the grain men pushed the grain out when the low

all round, but there is a disposition to

rates were in vogue. M. E. Ingails tells the people East, when questioned as regards the report that he wanted to get the Ohio Southern and the Cleveland, Akron & Columbus in the Big Four fold, that the Big Four does not need

either of the properties. George Lowell, general superintedent of the Monon, was in the city yesterday. He states that the stone traffic on the line is increasing, and that they are handling a

good deal of lumber, timber, and more coal than for some time past. Agents of South American roads are in this section looking for first-class engineers and firemen to go-to that country and take service. Steady work and free transportation are promised and \$200 a month for engineers and a proportionate sum for fire-

Vice President Barlow and Traffic Manager Cavanaugh, recently appointed to those official positions, are making extensive improvements to the Evansville & Terre Haute and improving the service to such an extent as to bring out favorable comments all along the line.

Grading on the extension of the Chicago & Southeastern from Anderson to Muncie s being pushed. About two miles of the distance will be completed this week. Despite the denials of the Lake Erie & Western people there is a belief that this company is behind the enterprise.

W. B. Jenkins and C. C. Merrill, of the ew York Central passenger department. Seinwelth, of the Michigan Central, and E. Jenkins, of the Rome, Watertown & Ogdensburg, were in the city yesterday looking after business. All report travel the lightest at any time in years. General Manager Hunter, of the Erie fast freight lines, spent yesterday in the city. He expresses the opinion that both east and west-bound freight rates are now better maintained than at any time in the last five years, and thinks such conditions will

continue for some time to come. R. B. F. Peirce, trustee and general manager of the Indianapolis, Decatur & West ern, says that the decision of Judge Caldwell in the Union Pacific case exactly suits him. The management of the Union Pacific had no business, he says, to get behind the courts and then begin to cut wages. The Alton yesterday gave notice that to meet the competition of Central Traffic Association lines it would make a one-fare rate from all points on its line east of St. Louis to the annual convention of the Young People's Society of Christian Endeavor, to be held at Cleveland July 11 to

One of the damage suits against the Phoenix Bridge Company for \$25,000 growing out of the disaster at Louisville has been compromised out of court for \$3,000. The case was to have been tried next Monday, and was that of Mrs. Louise Gegus, whose husband was a victim of the bridge

An Eastern paper says that the Chicago & Eastern Illinois stockholders were so disappointed because they received but a six-per-cent, dividend last year that they instructed the management to reduce the wages. In this connection it should be said that only the preferred stockholders are

receiving any dividends. The Columbus & Hocking Valley will not increase its bonded debt \$3,000,000, as was telegraphed from Columbus. The company has arranged to take up its car trusts by placing a two-million-dollar mortgage on its equipment, giving the company more time to pay for the 1,500 coal cars purchased in the last eighteen months. James Chariton, general passenger agent of the Chicago & Alton, has notified conductors that they must be more accurate in detaching mileage from books. He says complaints of recklessness in this matter

are too numerous, conductors handling mileage books as if they did not cost anything, but were in the nature of a compromise way of riding free. The ticket agents on the Illinois Central are a good deal exercised that the company is to substitute women for ticket sellers at all the suburban stations. The company has secured a long list of women who are willing to take these positions at \$1 a day, and any ticket seller who will not remain with the company at that pay

now largely filled by men. President Mayer, of the Baltimore & Ohlo, has recommended that the grade of the road from Chicago to Baltimore be reduced to twenty-six feet to the mile except at a few places where a helping engine can be used to advantage. He also recommends to the directors that there should be better terminal facilities at Washington and the improving of the passenger and freight stations at that point.

will be allowed to quit. These positions are

N. K. Elliott, who on the 15th of this month becomes general superintendent of the Vandalla lines, left the Pennsylvania lines in 1869, when the St. Louis, Vandalia & Terre Haute was opened for business. and was, with Messrs. Wise, Finkbiner and and I came back to Indianapolis with a an increase of \$14,749.61. Deducting operat- | Knowlton, appointed one of the passenger | grip full."

conductors on the through service. Three years later he was appointed by Colonel Hill master of transportation, the position now known as superintendent of transpor-

The Louisville Trust Company, as trus-tee of the second mortgage bonds of the Kentucky and Indiana Bridge Company, by a cross bill in the United States Court at Louisville, yesterday, asks a foreclosure of mortgage on all the bridge's property and sale. The first mortgage is admitted, but a question is raised as to the superiority of the Youngstown Bridge Company's claim for building the bridge approaches. The amount of the second mortgage bonds involved is \$600,000.

The Union Pacific was vesterday the cause of the withdrawal of the Denver & Rio Grande Western from the Western Passenger Association. The latter road gave notice to Chairman Caldwell that the Union Pacific was manipulating rates via Ogden in such a manner that it was com-pelled to withdraw in order to protect its business. One of the Western Passenger Association lines has succumbed to outside pressure and granted cheap rates to a meeting to which the association as a whole refused them.

Advices from Springfield, Ill., give notice that the consolidation of the Chester, Centralia & Altamont and the Sparta & St. Genevieve railroad companies under the name of the Centralia & Chester Railway Company has been filed in the office of the Secretary of State. The line will extend from Altamont: Effingham county, to a point on the Mississippi river opposite St. Genevieve, Mo., and also from Sparta to Chester. The capital stock of the company is \$1,600,000, and the principal business office is to be maintained at Centralia.

M. W. Mansfield, superintendent of the Indianapolis & Vincennes, was offered the same position on the Louisville division of the Pennsylvania lines, but declined. There seems to be but little doubt that H. Bonebrake, master of passenger trains on the Panhandle lines, will be given the position, as a year ago General Sueprintendent Peck offered Mr. Bonebrake the position of superintendent of the St. Louis division of the Big Four, and the Pennsylvania people promised him a better position if he would remain with them

Drexel, Morgan & Co, of New York, have requested all of the Louisville Southern bonds in possession of their agent, the Columbia Finance and Trust Company, of Louisville, to be turned over to them. The anti-plan security holders object to this measure, and a big kick is being made to keep the securities in Louisville. It is believed that some sort of deal is on between the Louisville Southern and the Cincinnati the Louisville Southern and the Cincinnati, Hamilton & Dayton or the Louisville Southern and the Kentucky Union which will greatly benefit the Southern.

The revised statement of new railway mileage in 1893 is 2,635 miles on 244 lines and in forty-three States and Territories, Pennsylvania leading with 304 miles, followed by 212 in Florida. In all New England only 123 miles were built last year, or less than in Florida. were constructed in Maine, leaving but eight miles for the five remaining New England States. Massachusetts built miles and Connecticut none. A considerable amount of grading was done in 1893 on which track was not laid, and a large number of enterprises are already under way this year or awaiting improved times.

AMUSEMENTS.

Grand-Herrmann. That the people still love mystery was plainly evinced by the great crowd at the Grand last night to see the interesting Herrmann. A few more and standing room would have been at a premium. While much of Herrman's business is not new, and while a considerable portion is, perhaps, as cleverly worked by others, no one thus far has been able to establish the friendly relationship with the audience that Herrmann does. And therein lurks much of Herrmann's drawing powers. The ladies are Herrmann's special victims. He never misses an opportunity to be deferential to the fair ones. He will not so much as roll up his sleeves without first begging pardon of the female spectators. Then he introduces a number of pretty women to assist him, and Mrs. Herrmann does a very taking serpentine dance, with a series of convolutions that stamp her a star performer in this new and bewildering spectacle. There are some features of Herrmann's work that the general public is not posted on. This is the number of confederates required by the magician. It is said that he carries no less than eighteen assistants. As a half dozen at the most are all that appear on the stage, one naturally becomes curious to know what use he has for a company almost numerous enough to give an opera. While many of these are employed in producing his magical disappearances, there are a number who may be found in the audience. Some of these are said to have rabbits stuffed down their backs, while others are supplied with different queer properties that come in handy when the great Herrmann plans a new surprise for his audience. It requires no little skill to manipulate the wires, ropes and machinery employed in his business, and in this way the entire company of eighteen has plenty to do. Above everything Herrmann is an actor in his way, and with his magnetic personality and Me phisto appearance, goes a long way toward making his performances the striking success that they always are. He announces a matinee to-day with tricks especially for the ladies and children, and will close his engagement with 'to-night's performance.

Amusement Notes. The regular season at English's Opera

House will practically close with the engagement of "The Tide of Life" Company, which begins Monday night. The engagement of J. W. Harrington in "Rube Stacy" will close with the performance this evening. N. S. Wood will begin his week's engagement Monday afternoon with his sensational drama, "Out in the Streets.

"True to the Last," will be the attraction at the Empire Theater, commencing Monday matinee. The company is headed by the character actor T. B. Alexander. The play is produced and staged under the direction of the author and new and special scenery and stage effects are used, consisting of the Brooklyn bridge by moonlight the burning of the old Rookery at Five Points, the great escape from the Mexican gold mine and the great fire scene.

THE GENTLEMAN FROM MONTANA Greek in form and face, American as to dress: his features bronzed by the Western winds, but clear cut and warm. His brown skin was well matched by his dark eyes and light mustache, and he carried himself with a certain grace that comes only from a wide acquaintance with mankind. I at first imagined in him one of the young heroes of the bands of Ulysses or Achilles. Sudden contrasts are not always pleasant, and for this reason his marked local accent jarred almost harshly upon my dream. He spoke:

"It was up in Montana in '91, just before the Great Northern came through, and them was great times for booms. Our town was forty miles beyond the end of the railroad, and you can imagine how things was. Beds; they wasn't any bedsjust straw. When people got beds they thought they was in heaven. A peddler came up there with a bale of socks and pretty near made his fortune. They sold for \$2 or \$3 a pair. I and another party started in as soon as the spring opened the passes and before long we had \$30,000 worth of property in that town. You see it was this way. When we first went up there we saw how things was running, and after learning the ropes we took a little 25x25 lot and put up a double house on it. We rented the upstairs for \$50 and the downstairs for \$60 a month. Pretty soon a fellow came along and took the whole shebang for \$1,500. Then we got all the men in town and paid 'em-Oh, any price-\$5, \$7, \$10 a day; made a contract with the mill owners for all the lumber they could turn out and hauled it all over to our end of the town. Then we went over to the mountains and cut off a lot of mountain pines and stuck 'em along the sides of the streets without any roots, and it made the prettiest looking street you ever saw. Then we had things mighty lively for our end of the town and had everything all our own way. We were the people. the people follow each other just like so

"Mighty funny thing about those towns, many sheep. When a man sees the fellow next to him stop work he quits too, and pretty soon the whole business stops. If something should happen the people are just liable to move out during the night, start at midnight or any time and leave the place deserted. "Well, that's the way it was with us. You see Jim Hill, the president of the road, he saw how things was going and moved the railroad two miles further south. We see it want no use for us to stay and buck against him; the town was bound to be where the road was, and so we just natchelly left." "Loose all your money?" asked a listener. "No, we only had \$800 in the first place,

GORBY ON HIS SPREE

The State of Indiana Further Disgraced by This Official.

It Takes Four Policemen to Corral the State Geologist and Land Him at the Police Station.

Sylvester S. Gorby, State Geologist, occupied a bunk at police headquarters last night. The eminent gentleman who presides over the scientific department of Indiana was drunk-gloriously and uproariously so. His libations, begun early in the evening, had reached a state at 10 o'clock that to load him in the patrol wagon at | in the following letter just how to be cured: the Spencer House necessitated the combined strength of four policemen. Sylvester began with the shades of night.

All day yesterday he spent with his rocks, and by nighttime had little difficulty in persuading himself that his scientific researches in the rock line required oil, just to smooth the grooves. Naturally enough, when the scholar finds himself laboring with a particularly rare specimen of rock his mind reverts to rye. It is ever thus with Mr. Gorby, and was so last evening. Last night the Professor's creative brain evolved the happiest combination of "rock and rye," and so jubilant did he become over the gem that he set out at once to make an experiment. He was delighted with the result at the outset and continued to pursue his researches. How he reached the Union Station he did not remember, but when he was found by patrolmen Kimple and Johnson he was floundering around the sheds distressingly drunk.
Professor Gorby believed that he wanted to go to West Indianapolis, and was undecided as to the train he should take. The patrolman persuaded the Professor that it was best to defer the trip and told him to go home. He declined to seek his couch at an hour so unfashionable, and the patrol wagon was summoned. At the sta-tion the Professor retired early and was soon enjoying a peaceful slumber. He was somewhat disgusted when he found that he was to be locked up, and observed to the turnkey that he (Gorby) was spending a great deal of money with the city lately These escapades of the State Geologist are growing to be disgustingly frequent. There is a provision of the State law which provides for the prosecution of an the county where the offense is committed A State officer who commits two or more offenses may be relieved of his office by charges being preferred by the Governor or any citizen to the judge of the Circuit Court. Gorby can be removed if the Governor sees fit.

REAL-ESTATE TRANSFERS.

Fifteen Transfers Yesterday, with Total Consideration of \$14,450. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 p. m., April 6, 1894, as furnished by Theo. Stein,

abstracter of titles, Hartford Block, No. 86 East Market street. Giles S. Bradley et al. to Will H. Kelley et al., lot 75 in Bradley et al.'s East Washington-street ad-Ida M. Jacobs to Harmon L. Brunson, part of southeast quarter of section 23, in township 17 of

ohn D. Truett to William A. Freeman, lot 35 in Julian et al.'s Spring Garden southeast addi-James T. McCormick to Robert Douglass, part of lots 49 and 50 in McCarty's first West Side ad-Enoch Nation to Milton C. Johnson and wife, lots 105, 113 and 114 in Hosbrook's Prospect- street

Elizabeth Baughman to Wm. Cline, jr., lot 39 in Lancaster's Belmont-northeast quarter of southwest quarter of section 20, in township Company, part of lot 11 in square R. B. Jerusalem to James 500.00

Costamagna and wife, lot 27 in Latonia Park...... Hannah W. Pace to John W. Johnson, part of east half of northeast quarter of section 35, in township 15 of range 2..... harles Dammeyer to Ostermeyer, part of lot 1 in square 61. lannah A. Lucas to Charles M. Cooper, lot 3 in Bond's addition... Isaac M. Miller to Foster & Bennett Land Company, lots 36 and 37 in block 19, in North Indian-McIntire, lot 7 in block 1, in Arm-

14 in S. A. Fletcher's northeast

Transfers, 15; consideration...... \$14,450.00

Colored Men Want Recognition. To the Editor of the Indianapolis Journal: There seems to be much dissatisfaction among the local colored politicians because of the failure to receive recognition from the present city administration. There have been on file in the city engineer's office for he last month petitions of five colored applicants for positions in the engineer's department and it seems as if these petitions are going to be ignored. With the assurbe made until after the civil-service rules were in effect, the applicants left their fate n the hands of the board of examiners. Since then there have been two appointments made but the colored applicants were not given consideration.

Indianapolis, April 5. Father Clarke's Lecture. Rev. Francis E. Clark, president of the

United Society of Christian Endeavor, will deliver his stereopticon lecture on his recent trip around the world at Roberts Park Church on April 23. Alfred de Oro, the champion pool player of the world, was in the city yesterday on his way from Havana, Cuba, to Cleveland, O., where he mests Walter Clearwater for

a series of games next week. A New Certain Cure for Piles. We do not intend to endorse any except ar ticles of genuine merit; we therefore take

pleasure in recommending to sufferers from Piles in any form, a prompt and permanent cure. The following letters speak for themselves: Mrs. Mary C. Tyler, of Heppner, Ore, writes: One pkg. of Pyramid Pile Cure entirely cured me of piles from which I have suffered for years, and I have never had the

slightest return from them since.

pkg. of Pyramid Pile Cure entirely removed every trace of itching piles, I cannot thank you enough for it. The Pyramid Pile Cure is a new, certain painless cure for every form of piles. It i: safe, sure and cheap. Any druggist will get it for you if you ask him.

Mr. E. O'Brien, Rock Bluffs, Neb., says: The

FUNERAL DIRECTORS,

125 North Delaware St. TELEPHONE 561.

WANTED-Salesman; salary from start; permanent place. BROWN BROTHERS COMPANY, nurserymen, Chicago, Ill. WANTED-An experienced salesman to canvass country trade in a special line Reference required. Address A. V., Journal office. WANTED-Agents wanted in every county

in Indiana to represent the United States Benevolent Society. Pays Sick, Accident and Burial Benefits. Cost, \$1 per month. Address J. B. PITCHER, Secretary, Saginaw E. S., Mica. ANNOUNCEMENT.

ANNOUNCEMENT-Old hats and rubber repaired by WM. DEPUY, 47 Massachusetts avenue. PROF. A. B. WINTERMUTE-A MIND reader of the past, present and future. General business consultation. Office No. 760 N. Illinois street, Indianapolis, Office hours from 8 a. m. to 9 p. m. A FEARFUL SUSPENSE.

She Thought It Would Never End.

Suspense is an awful thing. People suffer month after month from various troubles hoping yet doubting. Thousands of persons are injuring their health and breaking down under a load they cannot bear. They find they are getting nervous, irritable, they can't sleep and often have headache.

There is not the slightest need to live on this way, for you can be cured just as well as not. Mrs. E. A. Williams, of Franklin, Mass., has suffered terribly from her nerves and ill health, but she is now well and tells "I was completely broken down in health. My nerves were all unstrung and exhausted. I could not sleep nights and my limbs trembled all the time. It was evident there was a terribly diseased condition of my

"I took all kinds of medicine, but neither they nor the doctors did me any good. I became fearfully discouraged, and thought I should never get well. The suspense was



"Having heard of the wonders of Dr. Greene's Nervura blood and nerve remedy, I determined to use it. The result was re-

markable. After taking three bottles my nervousness was all gone, I could sleep well and my limbs were all right. I was entirely cured by this grand, good medicine. "I cannot speak highly enough of Dr. Greene's Nervura blood and nerve remedy. It is a God-send to us poor sufferers. It cured me perfectly and completely of all my troubles, and I know it will do the same for others. Oh, that I had taken it sooner." Ask yourself this question honestly and fairly: if you knew a medicine would sure-

blood and nerve remedy is cured, and you will be. Commence now, in the spring, when you can be cured quickest. A spring medicine is absolutely necessary to all, and people are sure that Dr. Greene's Nervura blood and nerve remedy is the best. It was discovered by Dr. Greene, of 35 West 14th street, New York city, the most successful specialist in curing nervous and chronic diseases. He can be

ly cure you, would you not take it? Well,

everybody who takes Dr. Greene's Nervura

THE TRACK OF PROGRESS.

consulted free, personally or by letter.

In all the scientific advancement which has been made there is nothing which has attracted more attention and certainly nothing which is of more vital consequence to all than that which has been made in the treatment of disease. There are thousands of sick persons and invalids all over the country who have until recently been unable to avail themselves of the most

scientific medical aid. Through the thoughtfulness and kindness of that great benefactor of mankind, Dr. Greene, of 35 West 14th street, New York, all those who are suffering from any form of disease may avail themselves of his great system of treating and curing disease all over the land through letter correspondence. People can consult him by letter absolutely free of charge. Dr. Greene is the most successful specialist in curing all nervous and chronic diseases; he is the discoverer of Dr. Greene's Nervura blood and nerve remedy. He gives most careful and explicit attention to all letters received by him and writes the patient a full description of the case. The Doctor uses nothing but harmless vegetable remedies, and has had wonderful success in curing disease through letter correspondence. Send for one of his symptom blanks and he will write you a full description of your disease and give you advice in regard to its cure, free of

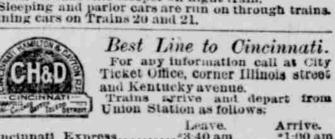
charge. RAILWAY TIME-TABLES. Indianapolis Union Station. insylvania Lines Trains Run by Central Time.

TICKET OFFICES at Station and at corner Illinois and Washington Streets. TRAINS RUN AS FOLLOWS \*Daily, + Daily, except Sunday. FROM INDIANAPOLIS TO LEAVE

Columbus, Ind., and Louisville \*3.35 am \*11.00 pm elphia and New York .... \*4.50 am \*10.15 pm Baltimore and Washington .... \*4.50 am Dayton and springfield ...... \*4.50 am | †10-15 pm Martinsville and Vincennes... \*7.45 am Richmond and Columbus, O... †8.00 am Madison and Lou sville...... †8.05 am Logansport and Chicago ...... 11.15, am Dayton and Columbus ...... 11.45 am Philadeiphia and New York... \*3.00 pm Baltimore and Washington... \*3.00 pm Columbus, Ind., and Louisville 3.30 pm Knightstown and Richmond. . 14.00 pm Columbus, Ind., and Madison, \$4.00 pm \$10.15 am Martinsville and Vincennes... 14.00 pm 110.45 am Pittsburg and East..... Dayton and Xenia \*5.10 pm \*11.40 am Logansport and Chicago ...... \*11.20 pm \*3.25 am

VANDALIA LINE

From Indianapolis-St. Louis Accommodation ..... †7:30 am St. Louis Fast Line..... 11:50 am \*2:50 pm Terre Haute Accommodation. 14:00 pm †10:00 am \*4:40 am Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on night train. Sleeping and parlor cars are run on through trains. Dining cars on Trains 20 and 21.



\*10:55 pm Cin., Toledo and Detroit. Cin., Dayton and Detroit ... ... t 10:50 am 17:40 pm Cin. Vestibule Limited..... \*3:05 pm Cin. Toledo and Detroit... †6:30 pm 19:20 am \*Daily. †Daily, except Sunday.

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FIRST BAPTIST CHURCH-Northeast corner of New York and Pennsylvania streets. The pastor, Rev. W. F. Taylor, will preach at 10:45 a. m. and 7:45 p. m. Sunday school, 9:30 a. m. Young people's prayer meeting, 6:30 p. m. Regular prayer meeting, Thursday evening. All are cor-

dially invited to these services. Christian.

CENTRAL CHRISTIAN CHURCH-Corner of Delaware and Walnut streets. D. Lucas, pastor. Subject, 10:45 a. m. "The Good Angels." Mrs. Goetz and Mr. Belcher will sing a duet, "Love Divine All Love Excelling," by Dr. Stayner. Subject, 7:45 p. m., "The Way to Heaven." Mrs. Goetz will sing "I Heard the Voice of Jesus Saying," by Richardson. Sunday school, 9:30 a. m.; Howard Cale, superintendent. Y. P. S. C. E. Junior Society, 9 a. m.; Senior Society, 6:30 p. m. Miss Cora Roberts, leader. All are invited and

Congregational. PEOPLE'S CONGREGATIONAL Church -Corner Michigan and Blackford streets. James M. Lewis, pastor. Preaching at 10:30 a. m. and 7:30 p. m. by Rev. George Hindley, president of Ridgeville College.

Sunday school at 2 p. m. Y. P. S. C.

at 3:15 p. m. Prayer meeting on Thursday evening at 7:30.

Episcopal. ST. PAUL'S CHURCH-New York and Illinois streets, G. A. Carstensen, rector, Holy communion, 8:45 a. m.; Sunday school, 9:30 a. m; morning prayer and sermon, 10:45 a. m.; evening prayer and sermon, 7:30 p. m. The rector will preach morning and evening.

Methodist.

CENTRAL-AVENUE METHODIST EPIS-COPAL CHURCH-Corner of Central avenue and Butler street. Rev. Henry A. Buchtel, D. D., pastor. Sermons by the pastor at 10:30 a. m. and 7:30 p. m. Sunday school, 2:30 p. m. Epworth League prayer meeting, 6:30 p. m. Class meeting Sunday, 9:30 a. m., and Wednesday, 7:30 p. m. Strangers cordially welcomed. MERIDIAN-STREET M. E. CHURCHa. m. and 7:30 p. m., by the pastor, Rev. C. N. Sims, D. D. Miss Lund, of Syracuse, will sing at both services. Class meeting at 9:30 a. m.; Sunday school at 2:15 p. m., and Christian Endeavor meeting at 6:30 p. m. All are cordially invited, ROBERTS PARK M. E. CHURCH-Northeast corner of Delaware and Vermont streets, Rev. T. I. Coultas, D. D., pastor. Class meeting at 9 a. m.; preaching at 10:30 a. m. and at 7:30 p. m., by the pastor. Morning subject, "Is the God of the Bible a God of Love?" evening subject. "A Present Christ." The choir will sing at the morning service, chorus, "Holy Ghost the Infinite," Shelley; quartet, "Voice of Mercy," Morris; solo, "Over the Line." Phelps, Mr. Daniel Davis. Evening service: Chorus, "Bow Down Thine Ear." Daniels; quartet, "Evening Hymn," Merz;

solo, "Have You Room for Jesus?" Williams, Mr. Daniel Davis. Sunday school at 2:15 p. m.; Epworth League at 6:30; prayer meeting, Thursday evening at 7:30.

New Church. NEW CHURCH CHAPEL-Rev. John Goddard, of Cincinnati, general pastor of the Ohio Association of the New Church will preach at the New Church Chapel, 333 North Alabama street, both morning and evening. Subject of morning sermon "The Law of Success, Spiritual and Earthly." Evening subject, "The Divine

Reward of Human Effort Presbyterian.

FIRST PRESBYTERIAN CHURCH-Southwest corner Pennsylvania and New York streets. The pastor, Rev. M. L. Haines, D. D., will preach to-morrow 10:45 a. m. and 7:45 p. m. Evening subject, Paradise; "To-day shalt thou be with me in paradise." Sunday school meets 9:30 a. m. The Christian Endeavor Society meets at 6:45 p. m. Weekly prayer meeting on Thursday evening, at 7:45

SECOND PRESENTERIAN CHURCH-Corner of Pennsylvania and Vermon streets; Rev. Joseph A. Milburn, pastor. Preaching at 10:45 a. m. and 7:30 p. m.; Sunday school at 9:45; Young People's Society of Christian Endeavor at 6:45 p. m.; prayer meeting on Thursday evening at 7:30. Public invited.

TABERNACLE CHURCH-Corner Merid ian and Second streets. Rev. J. A. Rond thaler, D. D., pastor; Rev. W. B. Dunham, associate pastor. Preaching by the pastor at 10:30 a. m. Sunday school. 2:15 p. m. Y. P. S. C. E., 3:45 p. m. Preaching by the associate pastor in Mount Jackson Chapel, 10:30 a. m., and in West Washington-street Chapel, 7:30 p. m.

HAUGHVILLE VOTING PRECINCTS.

Notice is hereby given to the legal voters of the town of Haughville, Marion county, Indiana, that the boundaries of voting precincts therein have been changed. precincts are now constituted as follows: First Precinct-All of that part of said town bounded on the east by Tremont ave nue, on the south by Washington street, on the west by Holmes avenue and on the north by the corporation limits shall constitute the first precinct. Second Precinct-All of that part of said town bounded on the west by Tremont avenue, on the south by Washington street, and on the east and north by the corporation limits shall constitute the second pre Third Precinct-All of that part of sald town bounded on the east by Holmes ave-

nue, on the north by Grandview avenue, on the west and south by the corporation limits, extending south from Grandview avenue to Vermont street, thence east to Warmon avenue, thence south to Washington street, thence east to Holmes avenue, shall constitute the third precinct. By order of the Board of Trustees of the town of Haughville. JOHN N. DUGAN, Town Clerk.

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227 NORTH DELAWARE STREET. DR. C. I. FLETCHER. RESIDENCE-670 North Meridian street. OFFICE-369 South Meridian street. Office Hours—9 to 10 a. m.; 2 to 4 p. m.; 7 to 3 p. m. Telephones—Office, 907; residence, 427. DR. REBECCA W. ROCERS,

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